

BEHRING SEA CONTENTIONS.

MR. CARTER ARGUES AGAINST ADMITTING THE BRITISH SUPPLEMENTARY REPORT.

THE ORIGINAL CLAIMED TO BE THE INDISPENSABLE PART OF BOTH CASE AND COUNTERCASE—REGULATIONS THE FIRST CONSIDERATION.

Paris, April 7.—James C. Carter, counsel for the United States, continued before the Behring Sea Court of Arbitration to-day his reply to Sir Charles Russell's plea for the admission to evidence of the British supplementary report of the Behring Sea Commission.

The contention of the counsel for Great Britain, Mr. Carter said, had been that the question of right in Behring Sea must be settled before the matter of regulations. The contention of the United States had been, also, that for the settlement of the property claim advanced by them evidence of seal life in Behring Sea was necessary. Such evidence was contained in the original reports of the Behring Sea Commission, and, therefore, these reports formed an indispensable part of the case and counter-case. As for the supplementary report, it had not appeared in the matter already referred to, and it ought, therefore, to be excluded from the evidence. Great Britain had claimed the power, under Article 7 of the Arbitration Treaty, to include the supplementary report in the evidence. This article declared that if it be decided that the concurrence of Great Britain was necessary to establish regulations, the report of the joint commission should then be laid before the tribunal with such other evidence as either government may submit.

This Great Britain had contended was a right to introduce evidence as to the regulations, even after the case and counter-case had been closed. Article 7 further provided that the reports should not be made public until after being submitted to the arbitrators, or until it should be seen that the continuance of their being used by the arbitrators could not arise. It was thus made obvious that the question at issue was a crucial one for the arbitration. If the contention of Great Britain was sustained, it must follow that the question of right was to be decided first and the question of regulation, which the United States regarded as of prime importance, must be relegated to second place.

Mr. Carter then read at length from Sir Julian Pauncefote's correspondence in 1890 to prove that the question of regulation was then regarded as one of the first consideration.

Baron de Courcel asked whether or not Russia was a party to the negotiations at that time.

Mr. Carter—I do not know, but I consider the point unimportant.

Sir Charles Russell—Communications with other Powers were held in view, I believe. It was intended at first to ask for their active participation in the convention.

Baron de Courcel—I ask because if Russia was communicated with, much more weight would attach to the negotiations. Otherwise, the draft of the agreement would be merely an informal document, confined to a private diplomatic conversation. My question may appear pedantic, but diplomatic training leads me to attach importance to such matters. Communications with other Powers and weight to such drafts.

Mr. Phelps—This may be an important question later on; meantime, it is of secondary importance. I have no objection to Sir Julian Pauncefote's dispatch from St. Petersburg, which is one of the British arbitrators, directly to the attention of the arbitrators.

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RIOTOUS STRIKERS AT HULL.

DOCK LABORERS ATTACK NON-UNION MEN. THE MOB THEN ASSAULTS THE SHIPPING FEDERATION'S OFFICES AND IS DISPERSED BY THE POLICE—COMMERCE OF THE PORT PARALYZED.

London, April 7.—A strike that threatens to have serious consequences has been started at Hull, the well-known shipping port in Yorkshire. For some time past some of the shipping companies have been employing non-union laborers to work in loading and discharging their vessels. This caused great discontent among the members of the Dock Laborers' Union, and a large number of non-union men went on strike.

The strike has been a complete success, and the strikers assumed an offensive attitude, and by threats and intimidation succeeded in completely blocking work on every vessel in the port, with one exception. This was the steamer Montebello, upon which a large number of non-union men were employed. A crowd of several thousand, hooding and yelling strikers and their sympathizers proceeded to the dock where the Montebello was lying and made a determined attack upon the laborers. The non-union men, although largely outnumbered, succeeded for a time in holding the dock against their assailants. The latter, however, were determined to compel them to cease work, and in this they finally succeeded. The strikers then made an attempt to capture the steamer. In the mean time the police, who do not seem to have understood the seriousness of the situation, appeared on the scene. The mob, inflamed by their previous victories, paid little attention to the orders of the police to disperse, and when the officers attempted to enforce their orders the strikers attacked them. A severe conflict followed which resulted in the mob being driven off the dock. In the struggle several men were more or less seriously injured.

The strike has created a serious situation at the offices of the Shipping Federation, an association of shipowners. Armed with stones and bludgeons they made an attack upon the building where the offices of the Federation are. The police were this time promptly on the scene, and another conflict ensued when they attempted to disperse the mob. The officers were now aware that a considerable riot was in progress, and they had to take to the heels. The strikers were now being driven by the determined attitude of the police, and though they resisted, it was only in a halfhearted way. Finally the police succeeded in breaking up the riotous crowd, and a semblance of order was restored.

The streets along the water-front are filled with strikers discussing the situation, and many threats are made that under no circumstances will they allow non-union men to be employed in handling ships. It is to be expected that further trouble will occur, and the authorities have taken particular precautions to suppress disorder. It is said that the town officers have asked that soldiers be sent to assist them in preserving the peace.

Late this evening the Dock Laborers' Union of Hull issued an appeal to similar unions in London, Liverpool and Glasgow, requesting them to unite with the Hull union in a fight against the shipping Federation. No strikers have been able to get away today except those which had their cargoes aboard before the trouble occurred, and the entire shipping trade is at a standstill.

Among the companies affected by the strike is the Wilson Line, some of whose vessels are in the American trade. Charles H. Wilson, one of the owners of the line, who represents West India in London, has incurred the special enmity of the strikers by his attitude toward the union, and many threats are made against him. The police will see that he is protected.

Considerable excitement prevails in the town, and the outcome of the struggle is anxiously awaited. The strikers made an effort this evening to compel their employers to accept their demands, but their conciliatory proposals were rejected.

THE NEW CONTRACT WITH COLOMBIA. THE PANAMA COMPANY TO HAVE TEN YEARS IN WHICH TO COMPLETE THE CANAL.

Panama, April 7.—M. Moncheourt, the official liquidator of the Panama Canal Company, has announced to the Colombian Government yesterday signed a new contract. The contract provides that the company shall have ten years in which to complete the canal. According to the terms of the new arrangement ten years in which to complete the canal will be granted to the new company after it is constituted. The official liquidator is required to pay to the Republic of Colombia the sum of 50,000 francs. This payment is to be made in three equal installments. The sum will be payable by the new company. The plant used in the construction of the canal is to remain as at present, and an inventory of the canal property is to be made. The contract also provides that the company shall have the right to use the canal for the purpose of transporting goods and passengers.

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HIGH WINDS IN THE WEST.

DAMAGE DONE IN SEVERAL STATES. A TIDAL WAVE IN THE CHICAGO RIVER—COLLAPSE OF A WORLD'S FAIR HOTEL AND THE "PANORAMA BUILDING" IN CHICAGO.

Chicago, April 7.—This part of the country has been having peculiar weather to-day, and to-night the appearances are strongly indicative of tornadoes. At an early hour this morning a cold wind was blowing from the northwest, and the temperature was about 40° below zero. The wind had veered around to the south, and the mercury had risen to the temperature of June. The sky was overcast; there were occasional flashes of lightning, and by noon the wind was blowing a gale. There were many peculiar changes in the sky during the afternoon, and hundreds of people noted them with apprehension, fearing that a tornado was coming.

Dispatches from many points in Southern Wisconsin, Eastern Iowa and Northern Illinois tell of severe local storms to-day, with much minor damage. A singular phenomenon was observed in the Chicago River at 2:30 o'clock this morning, a huge wave sweeping in from the lake and playing havoc with the shipping moored ready to start eastward with the opening of navigation. Strong gales prevailed on Lake Michigan yesterday and last night, and the water in the river rose and fell several times as the heavy swells from the lake were forced into the narrow mouth of the river. Little was thought of these movements, and no extraordinary precautions were taken when the small crews on board the heavy-laden vessels at the outer docks of the river tried in for the night. When the big wave came the crews were rudely awakened, and all hands rushed to deck. The wave was five feet high from trough to crest, and carried away everything that fell in its path. Theories as to its cause were plentiful, some old lake men declared that there must have been a volcanic disturbance in the lake, while others, again, declared it to be a species of tidal wave, and were inclined to connect it with the warm, sultry weather that followed.

The Plymouth Hotel, a World's Fair hotel, at twenty-second and Stony Island, collapsed during the windstorm, a little after midnight. The building was one of the largest of the World's Fair hotels and was almost completed. In its fall it crashed and other structures, which was to have been used for restaurant purposes, in connection with the hotel, were blown down. The hotel was owned by William Earl, of Plymouth, Ind., and was valued at \$250,000. This makes three World's Fair hotels that have been destroyed by wind and fire in as many days.

Another big building in the World's Fair district collapsed with surprising suddenness this afternoon. It was the Exposition Grounds building, and it was situated on Lake Michigan. The building was erected upon the foundation of the Exposition Grounds, and it was a large building, and it was almost completed. In its fall it crashed and other structures, which was to have been used for restaurant purposes, in connection with the hotel, were blown down. The hotel was owned by William Earl, of Plymouth, Ind., and was valued at \$250,000. This makes three World's Fair hotels that have been destroyed by wind and fire in as many days.

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